Amendments to the Specification:

The paragraph starting at page 11, line 29, is amended and now reads as follows:

-- The positions of the two vehicles 10 and 44 are plotted as a function of time in FIG. 9. The curve for the vehicle 10 is identified by reference numeral 46 and the curve for the vehicle 44 by reference numeral 48. The arrival probability PCOL is plotted in FIG. 10 as a function of time. A dot-dash line identified by reference numeral 50 shows the time point starting from which the trailing motor vehicle 10 could reach [[to]] the target region TR with overrun cutoff, that is, the motor vehicle 10 would coast up to a safety distance SD to the traveling-ahead vehicle 44. At this time point, the arrival probability PCOL is approximately 0.925. For the embodiment assumed here, a limit value PLIM of 0.94 is assumed. Just 6 seconds ahead of reaching the target region under the assumption of undiminished speed of the motor vehicle 10 (and of the motor vehicle 44), a recommendation is outputted to the driver via the accelerator pedal 12 to release the foot from the accelerator pedal. -



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